The Ohio Public Works Commission
65 East State Street, Suite 312, Columbus, Ohio 43215 Phone (614) 466-0880

OHIO PUBLIC WORKS FOR YOU

CBI02

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 7/93

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

SUBDIVISION: CITY OF CINCINNATI CODE# 061- 15000

DISTRICT NUMBER: 2 COUNTY: HAMILTON DATE 9 /20 /96

CONTACT: JOSEPH FLADING PHONE #(513) 352-6235

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

PROJECT NAME: RIDGE AVENUE - NORHAM TO MONTGOMERY

SUBDIVISION TYPE (Check Only 1)	FUNDING TYPE REQUESTED (Check All Requested & Enter Amount)		PROJECT TYPE (Check Largest Component)
___1. County	X 1. Grant	$ 275,000	X 1. Road
X 2. City	__2. Loan	$_____	__2. Bridge/Culvert
___3. Township	__3. Loan Assistance	$_____	__3. Water Supply
___4. Village	MBE SET-ASIDE OFFERED		__4. Wastewater
___5. Water/Sanitary District (Section 6119 O.R.C.)	Construction	$_____	__5. Solid Waste
	Procurement	$_____	__6. Stormwater

TOTAL PROJECT COST:$ 550,000 **FUNDING REQUESTED:$ 275,000**

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: $ 275,000.00 LOAN ASSISTANCE: $_____

LOAN: $_____ %____TERM:_____yrs. (Attach Loan Supplement)

(Check Only 1)

___State Capical Improvement Program

X Local Transportation Improvements Program

___Small Government Program

DISTRICT MBE SET-ASIDE

Construction $ 550,000.00

Procurement $_____

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____ APPROVED FUNDING:$_____

Local Participation ____ % Loan Interest Rate:_____

OPWC Participation ____ % Loan Term: _____years

Project Release Date: __/__/_ Maturity Date: _____

OPWC Approval: _____ Date Approved: __/__/__

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS:

(Round to Nearest Dollar)

				MBE $	Force Account $
a.)	Project Engineering Costs:				
	1. Preliminary Engineering	$	.00	_____	_____
	2. Final Design	$	.00	_____	_____
	3. Other Engineer Services *	$	.00	_____	_____
	Supervision	$	.00		
	Miscellaneous	$	.00		
b.)	Acquisition Expenses:				
	1. Land	$	.00		
	2. Right-of-Way	$	.00		
c.)	Construction Costs:	$	501,270.00	_____	_____
d.)	Equipment Purchased Directly:	$	.00	_____	
e.)	Other Direct Expenses:	$	.00	_____	_____
f.)	Contingencies:	$	48,730.00	_____	
g.)	**TOTAL ESTIMATED COSTS:**	$	550,000.00		

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

					%
a.)	Local In-Kind Contributions	$	275,000.00		50
b.)	Local Public Revenues	$	.00		
c.)	Local Private Revenues	$	.00		
d.)	Other Public Revenues				
	1. ODOT PID#	$	.00		
	2. EPA/OWDA	$	.00		
	3. OTHER	$	.00		
SUB TOTAL LOCAL RESOURCES:				$ 275,000.00	
e.)	OPWC Funds				
	1. Grant	$	275,000.00		
	2. Loan	$	.00		
	3. Loan Assistance	$	.00		
SUB TOTAL OPWC RESOURCES:				$275,000.00	50
f.)	**TOTAL FINANCIAL RESOURCES:**			$550,000.00	100%

*Other Engineer's Services must be outlined in detail on the required certified engineer's estimate.

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a summary from the Chief Financial Officer listed in section 5.2 listing all local share funds budgeted for the project and the date they are anticipated to be available.

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME:

2.2 BRIEF PROJECT DESCRIPTION - (Sections a through d):

a: SPECIFIC LOCATION: Ridge Avenue from Norham Avenue to Montgomery Road and Woodford Road from Ridge Avenue to Pandora Avenue.

PROJECT ZIP CODE: 45213

b: PROJECT COMPONENTS: The project includes the following improvements: an angle rounding and pavement superelevation between Bellewood at the Pleasant Ridge Park, and widening the Ridge/Woodford intersection to provide separate left turn lanes for all 4 legs of the intersection. The new widened pavement will consist of 9" concrete base and 2" asphalt surface course. The existing pavement will be rehabilitated.

c: PHYSICAL DIMENSIONS / CHARACTERISTICS: Ridge Avenue is a 2 lane roadway including a norhtbound parking lane. During peak traffic periods, the absence of separate left turn lanes results in traffic delays. A school compounds the difficulties with the addition of school buses and children to an already busy intersection.

d: DESIGN SERVICE CAPACITY:

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include both current residential rates based on monthly usage of 7,756 gallon per household.

Attach current rate ordinance.

1990 ADT - 18,079

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature certifying the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 50,000	9.1 %
State Funds Requested for Repair and Replacement	$ 25,000	50 %
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 500,000	90.9%
State Funds Requested for New and Expansion	$ 250,000	50%

4.0 PROJECT SCHEDULE:*

		BEGIN DATE	END DATE
4.1	Engineering/Design:	1 / 1 /96	4 /30 /97
4.2	Bid Advertisement:	6 / 1 / 97	8 /30 /97
4.3	Construction:	9 /15 /97	6 /30 /98

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be approved in writing by the Commission once the Project Agreement has been executed. Dates should assume project agreement approval/release on July 1st. of the Program Year applied for.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	John F. Shirey
	TITLE	City Manager
	STREET	Room 152, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513)352 - 3241
	FAX	( ) -
5.2	CHIEF FINANCIAL OFFICER	Frank A. Dawson
	TITLE	Finance Director
	STREET	Room 250, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513)352 - 3731
	FAX	( ) -
5.3	PROJECT MANAGER	Jay Gala
	TITLE	Principal Construction Engineer
	STREET	Room 415, City Hall 801 Plum Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513)352 - 3423
	FAX	(513)352 - 1581

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Check each section below, confirming that all required information is included in this application.

____A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and execute contracts. **(Attach)**

_X_A summary from the applicant's Chief Financial Officer listing all local share funds budgeted for the project and the date they are anticipated to be available. **(Attach)**

_X_A registered professional engineer's estimate of projects useful life and cost estimate, as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimates shall contain engineer's original seal and signature. **(Attach)**

____A copy of the cooperation agreement(s) if this project involves more than one subdivision or district.**(Attach)**

_X_Capital Improvements Report: (Required by 164 O.R.C. on standard form)
___A: Attached.
___B: Report/Update Filed with the Commission within the last twelve months.

____Floodplain Management Permit: Required if project is in 100 year floodplain. See Instructions.

_X_ Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), and other information to assist your district committee in ranking your project.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) that to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) that all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT:**Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.**

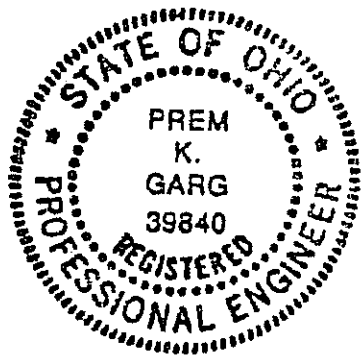
John Shirey, City Manager
Certifying Representative (Type or Print Name and Title)

9/26/16
Signature/Date Signed

September 17, 1996

Subject: Ridge Avenue and Woodford Road Intersection Improvement
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject street improvement is at least twenty (20) years.



(seal)

Prem Garg, P.E.
City Engineer
City of Cincinnati

RIDGE AVENUE STREET IMPROVEMENT PROJECT

Sept., 1996

REF.	ITEM NO.	DESCRIPTION Roadway Work	ESTIMATED QUANT.	ESTIMATED UNIT PRICE	ESTIMATED COST
1	103.05	Contract Bond	Lump Sum		$5,000
2	Special	Maintenance Patching	50 c.y.	$75.00	$3,750
3	Special	Connection Pipe Cleaned	100 l.f.	$10.00	$1,000
4	Special	Partial Depth Pavement Repair, Conc. Pavement	225 s.y.	$25.00	$5,625
5	201	Trees or Stumps Removed (18 inch size)	5 ea.	$300.00	$1,500
6	201	Trees or Stumps Removed (30 inch size)	2 ea.	$600.00	$1,200
7	202	Wearing Course Removed	5,410 s.y.	$3.00	$16,230
8	202	Seal & Abandon Existing Sewers	100 l.f.	$10.00	$1,000
9	202	Inlets Abandoned	3 ea.	$200.00	$600
10	202	Inlets Removed	1 ea.	$300.00	$300
11	202	Pipe Removed	110 l.f.	$15.00	$1,650
12	202	Rigid Pavement Removed - Full Depth	400 s.y.	$20.00	$8,000
13	203	Excavation Not Including Embankment Construction	1,670 c.y.	$20.00	$33,400
14	203	Embankment	175 c.y.	$25.00	$4,375
15	203	Subgrade Compaction	1,430 s.y.	$2.00	$2,860
16	203	Proof Rolling	4 hrs.	$100.00	$400
17	205	Special Fill Material	20 tons	$20.00	$400
18	301	Bituminous Aggregate Base	100 c.y.	$100.00	$10,000
19	304	Aggregate Base	100 c.y.	$25.00	$2,500
20	305	9" Conc. Base	1,430 s.y.	$30.00	$42,900
21	403	Asphalt Concrete (Leveling Course)	190 c.y.	$75.00	$14,250
22	404	Asphalt Concrete (Surface Course)	190 c.y.	$75.00	$14,250
23	602	Concrete Masonry	30 c.y.	$300.00	$9,000
24	602	Brick Masonry	10 c.y.	$200.00	$2,000
25	603	3 inch Conduit, Type G	100 l.f.	$15.00	$1,500
26	603	12 inch Conduit, Type H	300 l.f.	$60.00	$18,000
27	603	15 inch Conduit, Type H	300 l.f.	$60.00	$18,000
28	604	Manholes, Type A or P	1 ea.	$2,500.00	$2,500
29	604	Double Gutter Inlets	9 ea.	$1,500.00	$13,500
30	604	DGI Repaired & Adjusted to Grade	2 ea.	$350.00	$700
31	604	Manholes Adjusted to Grade w/o Adj. Rings	12 ea.	$250.00	$3,000
32	604	Valve Chambers Adjusted to Grade w/o Adj. Rings	6 ea.	$250.00	$1,500
33	604	Construct DGI/CI - Abandon Old Style Inlet	3 ea.	$1,500.00	$4,500
34	608	Handicap Ramp, Type 1, Acc. No. 22297	9 ea.	$150.00	$1,350
35	608	Handicap Ramp, Type 2, Acc. No. 22297	400 s.f.	$4.00	$1,600
36	608	Concrete Walk, 5 inch	15,040 s.f.	$4.00	$60,160
37	608	Concrete Steps	30 l.f.	$75.00	$2,250
38	Special	Wood Steps	32 l.f.	$60.00	$1,920
39	609	Concrete Curb Repair, Type P-4	100 l.f.	$20.00	$2,000
40	609	Concrete Curb, Type S-1	1,120 l.f.	$15.00	$16,800
41	609	Concrete Curb, Type L-1	420 l.f.	$12.00	$5,040
42	609	Concrete Curb, Type B-1	1,720 l.f.	$8.00	$13,760
43	609	Concrete Curb, Type B-3	150 l.f.	$10.00	$1,500
44	614	Maintaining Traffic	Lump Sum		$25,000
45	619	Field Office, Type A	Lump Sum		$5,000
46	627	Concrete Driveway	4,570 s.f.	$5.00	$22,850
47	627	Concrete Base and Asph. Conc. Driveway	1,650 s.f.	$5.00	$8,250
48	628	Sawing Concrete	50 l.f.	$2.00	$100
49	660	Sodding with Topsoil	1,660 s.y.	$5.00	$8,300
50	Special	Precast Modular Unit Wall (Keystone)	Lump Sum		$20,000
		TOTAL ROADWAY WORK			$441,270
		TOTAL TRAFFIC WORK	Lump Sum		$60,000
		TOTAL			$501,270
		Approx. 10% Contingeny			$48,730
		GRAND TOTAL			$550,000

Prem Garg, P.E.
City Engineer
City of Cincinnati

City of Cincinnati

Department of Public Works
Division of Engineering

Room 440, City Hall
801 Plum Street
Cincinnati, Ohio 45202

John Hamner
Director

Prem Garg, P.E.
City Engineer

September 27, 1996
Mr. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street
Suite 312
Columbus, Ohio 43215

RE: Status of Funds for Local Share of 1997 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching share for the following 1997 SCIP/LTIP Projects (Round 11 Funding) is recommended by the City Manager for funding in the City's 1997 Capital Improvement Program -

STREET REHABILITATIONS

* Anderson Ferry Road - Hillside to Corporation Line
* Duck Creek Road - Red Bank to Oaklawn
* Edwards Road - Edmonson to I-71
* Glenway Avenue - Boudinot to Werk
* Ludlow Avenue - Cornell to Central Parkway
* Madison Road - Edwards to Brotherton
* Madison Road - Observatory to Edwards
* North Bend Road - Colerain to West North Corp. Line
* Reading Road - Dorchester to William Howard Taft
* Rutledge/Saint Lawrence - St. Williams to St. Lawrence to Rapid Run
* Spring Grove Avenue - Mitchell to North Corp. Line
* Vine Street - Paddock to North Corp. Line
* William Howard Taft - Woodburn to Vine

STREET IMPROVEMENTS & WIDENINGS

* Southside Avenue Improvement - Phase II
* Brighton Intersection Improvement
* Woodford & Ridge Intersection
* River Road Widening - Mount Echo to State
* Eastern Avenue Widening - Eggleston to Bains
* Chickering Avenue Improvement - Este to Terminus

BRIDGE/STRUCTURE PROJECTS

* Dreman Avenue over West Branch of Millcreek
* Columbia Parkway - Wall "D" Rehabilitation
* Lehman Road Landslide Correction
* Hillside Avenue Landslide Correction
* Kenton Street Bridge Replacement - over Florence Street
* Gest Street Bridge Replacement - over CIND Railroad, between Mehring and Third

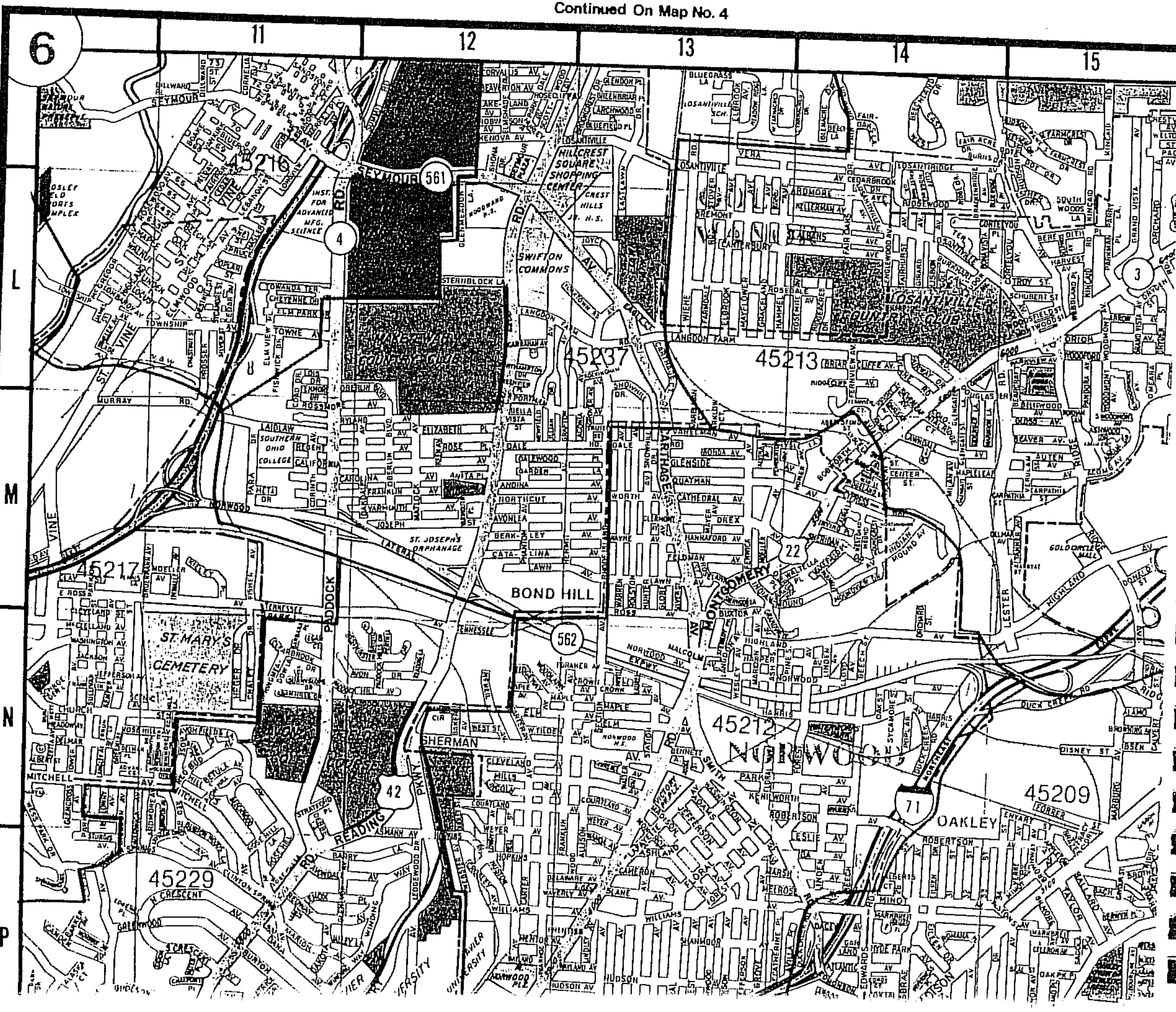
The matching funds for these projects are coming from Street Improvement Bonds which are scheduled for sale in the early part of 1997.

If you have any questions or need additional information, please contact me at 513-352-3731.

Sincerely,

F. A. Dawson
Director of Finance

Continued On Map No. 4



Continued On Map No. 5

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Woodford and Ridge Intersection Improvement** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Supervising Engineer

ADDITIONAL SUPPORT INFORMATION

For Program Year 1997 (July 1, 1997 through June 30, 1998), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State form BR-86.

Closed _____ Poor __X__

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Ridge Avenue is a two lane roadway including a northbound parking lane. During peak traffic periods, the absence of separate left turn lanes results in traffic delays. The level of service is estimated to be at level D. Besides the traffic congestion, the intersection of Ridge and Woodford has a high accident rate. A school located at this intersection compounds matters with the addition of school buses and children to an already busy intersection. There is also low curb height throughout the project. The angle in the roadway at the Pleasant Ridge also will improved to increase safety.

2) If State Issue 2 funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 1995) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

__1__ months (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? Yes (No)

Are all right-of-way and easements acquired? Yes (No) N/A

*Please answer the following if applicable:

No. of parcels needed for project: __21__ Of these, how many are takes 17 (part), temporary __4__, permanent _____

Of a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed? Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any

item above not yet completed. 7 (from 9/96) months

3) How will the proposed project impact the general health, safety and welfare of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.) Please be specific and provide documentation if necessary to substantiate the data.

This project will create a safer intersection for both pedestrians and motorists at Ridge and Woodford by reducing the accident rate. The resulting improved traffic coupled with a lower accident rate will lower user costs for motorists. A secondary benefit of improved traffic flow is the reduction of airborne pollutants from automobiles. Congested traffic creates a concentration of vehicle exhast in a given area.

4) What type of funds are to be utilized for the local share for this project?

Federal		ODOT		Local	X
MRF	X	OWDA		CD	
Other					

Note: If MRF funds are being used for the local share, the MRF application must have been filed by August 1, 1994 for this project with the Hamilton County Engineer's Office.

The minimum amount of matching funds for grant projects (local share) must be at least 10% of the TOTAL CONSTRUCTION COST. What percentage of matching funds are being committed to this project?

50 %

5) Has any formal action by a federal, state, or local government agency resulted in a complete or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the legislation must be submitted with the application. THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE VALID.

Complete Ban _____ Partial Ban _____ No Ban X

Will the ban be removed after the project is completed?

Yes _____ No _____

6) What is the total number of existing users that will benefit as a result of the proposed project?

18,079 ADT 21,694 Users

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction developed a Five Year Capital Improvement Plan as required in O.R.C., chapter 164? (This must be included with the application to be considered for funding.)

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Ridge Avenue Serves as the primary link between several eastside communities and the interstate system, including I-71, State Route 562, Cross County Highway as well as Montgomery Road.

9) For expansion projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS D Proposed LOS B

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

ONLY

WOODFORD ROAD
CLOSED AT
LEWENT AVE.
20
NO
TURN

City of Cincinnati
Department of Public Works
Division of Engineering

Ridge Avenue Street Improvement Project from Norham to Montgomery

Status of Right-of-Way Acquisition Process

September, 1996

It is anticipated that the acquisition process will begin in October, 1996. There are a total of 21 affected parcels with this project. Of the 21 parcels, 17 are part-takes and 4 are temporary easements. There are no full-takes. This work is expected to be completed in the next 7 months.

SCIP/LTIP PROGRAM
ROUND 11 - PROGRAM YEAR 1997
PROJECT SELECTION CRITERIA
JULY 1, 1997 TO JUNE 30, 1998

ADOPTED BY THE INTEGRATING COMMITTEE
May 24, 1996

JURISDICTION/AGENCY: CIMTI

NAME OF PROJECT: RIDGE AVE

PRELIMINARY SCORE FOR THIS PROJECT: ~~58~~

FINAL SCORE FOR THIS PROJECT: 59

RATING TEAM: 1

1) If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *POINTS* 10

10 Points - Will be under contract by end of 1997 and no delinquent projects in Rounds 8 & 9.

5 Points - Will be under contract by March 30, 1998 and/or jurisdiction has had one delinquent project in Rounds 8 & 9.

0 Points - Will not be under contract by March 30, 1998 and/or jurisdiction has had more than one delinquent project in Rounds 8 & 9.

2) What is the physical condition of the existing infrastructure to be replaced or repaired? 15

25 Points - Failed
23 Points - Critical
20 Points - Very Poor
17 Points - Poor
15 Points - Moderately Poor
10 Points - Moderately Fair
5 Points - Fair Condition
0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will ***NOT*** be considered for *SCIP/LTIP* funding unless it is an expansion project that will improve serviceability.

3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.

3

5 Points - Project design is for future demand.
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.

4) How important is the project to ***HEALTH, SAFETY, AND WELFARE*** of the public and the citizens of the District and/or service area?

6

10 Points - Highly significant importance, with substantial impact on all 3 factors.

8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.

6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.

4 Points - Minimal importance, with noticeable impact on 1 factor

2 Points - No measurable impact

SAFETY- NARROW WIDTH WILL BE MADE SAFER

5) What is the overall economic health of the jurisdiction?

6

10 Points
8 Points
6 Points
4 Points
2 Points

6) What matching funds are being committed to the project, expressed as as a percentage of the ***TOTAL CONSTRUCTION COST?*** Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant funded projects require a minimum of 10% matching funds.

5

5 Points - 50% or more
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*

5 Points - Complete ban
3 Points - Partial ban
0 Points - No ban of any kind

0

8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

5 Points - 16,000 or more
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under

21,694

5

9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

~~3~~ 4

10) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?

5 Points - Two of the above
3 Points - One of the above
0 Points - None of the above

5

ADDENDUM TO THE RATING SYSTEM DEFINITIONS/CLARIFICATIONS

Criterion 1 - *ABILITY TO PROCEED*

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently cancelling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 2 - *CONDITION*

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (e.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (e.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (e.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (e.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (e.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (e.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving and entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.